## Approved For Release 2002/07/12 : CIA-RDP80-00809A000600020171-6

<u></u>	<del></del>	CLASSIFICATIONSECRET/SE		
3	•	CENTRAL INTELLIG		25X1A
		INFORMATIO		
	COUNTRY	Zzechoslovakia	DATE DISTR. 49 Jun 52	
	SUBJECT (	Czechoslovakia Rail Gauges	NO. OF PAGES 2	
25X1A	PLACE ACQUIRED		NO. OF ENCLS.	
	DATE ACQUIRED		SUPPLEMENT TO REPORT NO.	
	DATE OF IN			
	THE SOCUEENT CO CF THE UNITED ST AND 1944, OF THE LATION OF THE PROHIBITED BY LA	ATTING INFORMATION AFFECTION THE NATIONAL CITYINGS.  ATTING ALTHIN THE MEANING OF THEE ID. SECTIONS 793  ACT. COOP. 43 MEMBER. ITS TERMENOLULE AND ACT.  ACT. COOP. ACT. CO. CO. CO. CO. CO. CO. CO. CO. CO. CO	THIS IS UNEVALUATED INFORMATION	
<u></u>	SOURCE			ـــا 25X1X
		1. On 29 War 52, The New York T	'imes published an article and a map	25X1X
		The map indicated that some changed and some had already Insofar as Czechoslovakia is information in the article if there had been speculation of Czechoslovaki railway system there were rumors circulating normal gauge rails would be	racks in Iron Curtain countries. tracks in Czechoslovakia were being been converted to wide gauge rails. concerned, I doubt very much if the scorrect. In 1948. I remember that concerning the conversion of the to wide gauge rails. Again in 1950-51 ag in the various ministries that the changed to the wider ones; however, not to change the gauge was not made	20/(1/
		articles which praised the F for equipment which they had ears to travel on a wider ra wilson Station in Frague, I normal train. The car was a which would enable it to tra read 'trial run' (zkusebni ; were talking about this inne	rious Czech periodicals published linghofer - Tatra works in Prague-Smichov i constructed enabling normal railroad ail. In October or November 1950, in the saw such a railroad car as a part of a demonstrator with equipment attached evel on a wider rail. A sign on the car gizda); a group of people on the platform ovation. If it had not been for the have been able to tell it from any	
		it was announced that direct between Prague and Hoscow; I for shortly after, it was no	towards the end of 1950 or early 1951 is sleeping car service would operate nowever, this did not go into effect, ecessary to change trains at the Soviet isou. Cierna nad Tisou is the main along the border.	
	STATEX ARMUX	CLASSIFICATION SECRET/SECURING MAYY X A EC X DISTRIB  A) R X EB X OHR EV		

## Approved For Release 2002/07/12 : CIA-RDP80-00809A000600020171-6

SECRET/SECURITY INFORMATION -2-

25X1A

1. Decades of the complicated Czech railway system and the considerable technical obstacles that probably would be encountered in rebuilding tracks in Czechoslovakia, I doubt that such a task will be undertaken in the forseeable future. In addition, the 'Friendship Railroad' (Trat Druzby) in Slovakia and the new addition to the main east-west railroad between Kosice and Bohumin are being built with normal gauge tracks.

-end-

SECRET/SECURITY INFORMATION